Runway Data

RUNWAY DETAILS	EXISTING RUNWAY 3–21	ULTIMATE RUNWAY 3R–21L	EXISTING ––	ULTIMATE RUNWAY 3L–21R
Runway Category/ Airplane Design Group	C–III	Same	––	B–II
Runway True Azimuth	40.65° True	Same	––	40.65° True
Maximum Runway Elevation (MSL)	6,608.7 feet	Same	––	––
Runway Dimensions	8,999' x 150'	10,000' x 150'	––	5,600' x 75'
Runway Instrumentation/ FAR Part 77 Category	Precision/Visual	Same	––	Visual/Visual
Approach Visibility Minimums	1/2–Mile/1–Mile	Same	––	1–Mile/1–Mile
Approach Slope	50:1/20:1	Same	––	20:1/20:1
Displaced Threshold	None	Same	––	None
Runway Stopway	None	200' x 200' (Rwy 3R)	––	None
Runway Safety Area (RSA)	10,999' x 500'	12,000' x 500'	––	6,200' x 150'
RSA Distance Beyond Runway End	1,000'	Same	––	300'
Runway Object Free Area (OFA)	10,999' x 800'	12,000' x 800'	––	6,200' x 500'
OFA Distance Beyond Runway End	1,000'	Same	––	300'
Runway Obstacle Free Zone (ROFZ)	9,399' x 400'	10,400' x 400'	––	6,000' x 400'
ROFZ Distance Beyond Runway End	200'	Same	––	200'
Runway Pavement Strength (Thousands of lbs.)	88(S), 108 (D), 160 (DT)	Same	––	12,5 (S)
Runway Pavement Material	Asphalt	Same	––	Asphalt
Runway Markings	Precision/Non–Precision	Same	––	Visual/Visual
Runway Gradient	0.8%	Same	––	1.07%
Runway Lighting	MIRL	Same	––	MIRL
Approach Lighting System (ALS)	MALSR (Rwy 3)	Same	––	None
Runway ℄ to Parallel Taxiway ℄ Separation	407'	Same	––	300'
Runway ℄ to Parallel Runway ℄ Separation	––	700'	––	700'
Taxiway ℄ to Fixed or Movable Object	93'	Same	––	65.5'
Taxiway ℄ to Parallel Taxiway ℄ Separation	152'	Same	––	105'
Taxiway Pavement Material	Asphalt	Same	––	Asphalt
Taxiway Lighting	MITL	Same	––	MITL
Taxiway Markings	Centerline	Same	––	Centerline
Taxiway Object Free Area Width	186'	Same	––	131'
Taxiway Safety Area Width	118'	Same	––	79'
Taxiway Wingtip Clearance	34'	Same	––	26'
NAVAIDS	VOR–DME, ILS, GPS	Same	––	None
Approach Visual Aids	VASI–4L (Rwy 21)	VASI–4L (Rwy 21L)	––	PAPI–4L/ PAPI–4L
Touchdown Zone Elevation (TDZE)	6,556.2' /6,608.7'	Same	––	6,620.0'/6,630.0'
Design Acft – B–737–500, ARCH SP kts	N/A	––	––	N/A
Design Acft – B–737–500, (Wing span ft)	94.8'	––	––	N/A
Design Acft – B–737–500, MAX CTOW	133,500 lbs	––	––	N/A
Line–of–Sight Requirement	MET	––	––	N/A

General Notes

1. There are No OFZ Object Penetrations.

2. There are No Threhsold Siting Surface Object Penetrations.

3. The existing passenger terminal building is inadequate to accomodate future peak hour passenger demand and is recommended to be replaced. The southwestern portion of the terminal area complex, spanning the southwestern apron area, will be ultimately reserved for future aviation/ terminal building expansion area. Future location, layout, capital outlays, project scheduling and space allocations will be generated as part of a future terminal area plan project.

4. The Papillion Grand Canyon Helicopter structure is located within the Runway 21 RPZ. Places of public assembly such as this represent land uses that are prohibited from occupying space within the RPZ. The Papillion structure and associated facilities are recommended to be removed and relocated. Future location, layout and timeframe for relocation will be determined as part of a future terminal area plan project.

5. The airport access road located to the north of the terminal area complex encroaches upon the Runway 21 OFA which represents a non standard condition that requires mitigation. The access road is recommended to be realigned and relocated out side of the future Runway 21R OFA. Ultimate alignment, cost and scheduling for improvement will be determined as part of a future terminal area plan project.

6. Due to the remoteness of the Airport from adequate accommodations to support housing to meet the unique requirements of a commercial service airport, a residential area is designated to support the FAA and airport personnel that provide 24/7 operational capability for the Airport.

7. As part of an initiative to reduce automobile congestion within the Park, Grand Canyon Railroad, located in Williams, proposed a regional transportation plan that would provide railroad access to the airport, as well as shuttle bus surface transportation to/from the Grand Canyon Village to manage vehicluar flow during peak tourism periods. Approximately 25 acres of NFS land located to the southwest of terminal area complex would be acquired to accommodate auto parking facilities, a railroad staging area and depot, as well as a rail spurline in the event that this long–range transportation plan would be successfully implemented.

8. Contour elevation information derived from Western Air Maps planimetric mapping (June 2005).

9. A survey of structural height on the aiprot will be part of a future AIP grant.

10. The PACS/SACS monuments will be protected as part of a future AIP grant.

11. The North Point Arrows on Sheets 2 through 11 are oriented correctly for the drawing.

12. The LINE OF SIGHT requirement is met.

Airport Data

AIRPORT INFORMATION	EXISTING	ULTIMATE
Airport Name (ICAO Identifier)	Grand Canyon National Park Airport (GCN)	Same
Airport Reference Code (ARC)	C–III	Same
Range and Township/ Sections	T 30 N, R 2 E/ 23, 24, 25, 26, 27, 34, 35	Same
County	Coconino County, AZ	Same
Airport Sponsor	ADOT, Aeronautics Division	Same
NPIAS Category	Primary (PR) Commercial Service	Same
Design Aircraft (Type/Model)	Boeing 737–800	Same
ARFF Index	Index B	Same
Airport Elevation– Mean Sea Level (MSL)	6,608.7 feet	Same
Airport Reference Point (ARP)	35–57–08.50 N, 112–08–49.10 W	35–57–12.26 N, 112–08–49.09 W
Mean Maximum Monthly Air Temperature (F)	84° F (July)	Same
Airport and Terminal NAVAIDS	VOR–DME	Same
Instrument Approach Procedures	ILS, VOR–DME, GPS	Same
Weather Reporting System	ASOS– III	Same

Existing and ultimate ARP coordinates reflect NGS 405 Survey dated 11–05–99 in North American Datum (NAD 83) and North American Vertical Datum (NAVD 88).

Runway End Coordinates

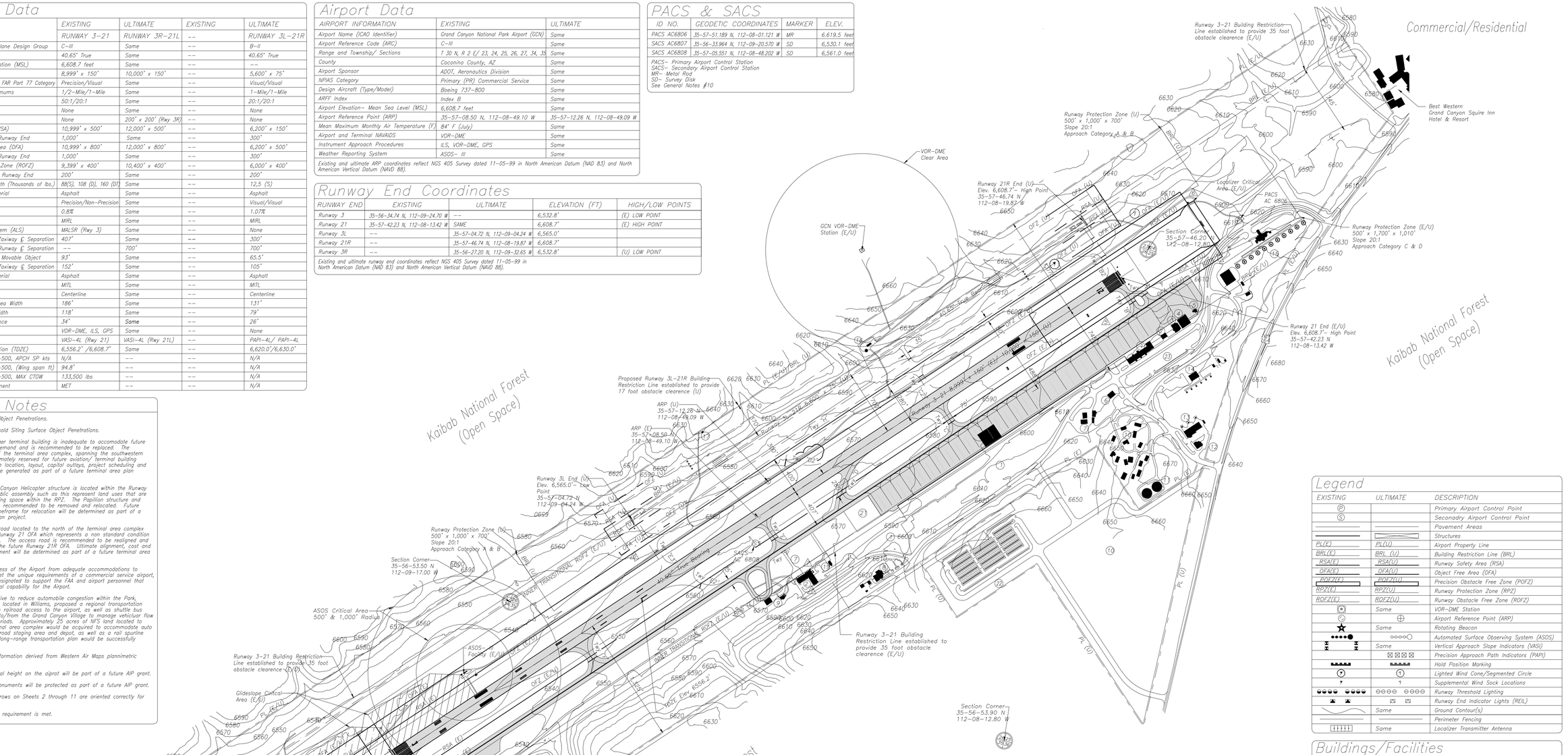
RUNWAY END	EXISTING	ULTIMATE	ELEVATION (FT)	HIGH/LOW POINTS
Runway 3	35–56–34.74 N, 112–09–24.70 W	––	6,532.8'	(E) LOW POINT
Runway 21	35–57–42.23 N, 112–08–13.42 W	SAME	6,608.7'	(E) HIGH POINT
Runway 3L	––	35–57–04.72 N, 112–09–04.24 W	6,565.0'	
Runway 21R	––	35–57–46.74 N, 112–08–19.87 W	6,608.7'	
Runway 3R	––	35–56–27.20 N, 112–09–32.65 W	6,532.8'	(U) LOW POINT

Existing and ultimate runway end coordinates reflect NGS 405 Survey dated 11–05–99 in North American Datum (NAD 83) and North American Vertical Datum (NAVD 88).

PACS & SACS

ID NO.	GEODETIC COORDINATES	MARKER	ELEV.
PACS AC6806	35–57–51.189 N, 112–08–01.121 W	MR	6,619.5 feet
SACS AC6807	35–56–33.964 N, 112–09–20.570 W	SD	6,530.1 feet
SACS AC6808	35–57–05.551 N, 112–08–48.202 W	SD	6,561.0 feet

PACS– Primary Airport Control Station
SACS– Secondary Airport Control Station
MR– Metal Rod
SD– Survey Disk
See General Notes #10



Legend

EXISTING	ULTIMATE	DESCRIPTION
(P)		Primary Airport Control Point
(S)		Secondary Airport Control Point
		Pavement Areas
		Structures
PL(E)	PL(U)	Airport Property Line
BRL(E)	BRL (U)	Building Restriction Line (BRL)
RSA(E)	RSA(U)	Runway Safety Area (RSA)
OFA(E)	OFA(U)	Object Free Area (OFA)
POFZ(E)	POFZ(U)	Precision Obstacle Free Zone (POFZ)
RPZ(E)	RPZ(U)	Runway Protection Zone (RPZ)
ROFZ(E)	ROFZ(U)	Runway Obstacle Free Zone (ROFZ)
	Same	VOR–DME Station
		Airport Reference Point (ARP)
	Same	Rotating Beacon
		Automated Surface Observing System (ASOS)
	Same	Vertical Approach Slope Indicators (VASI)
		Precision Approach Path Indicators (PAPI)
		Hold Position Marking
		Lighted Wind Cone/Segmented Circle
		Supplemental Wind Sock Locations
		Runway Threshold Lighting
		Runway End Indicator Lights (REIL)
	Same	Ground Contour(s)
		Perimeter Fencing
	Same	Localizer Transmitter Antenna

Buildings/Facilities

EXISTING	ULTIMATE	DESCRIPTION
1	1	Passenger Terminal Building Expansion Area (See General Note No.3)
2	Relocate	ARFF Station (Relocated)
3	Same	Grand Canyon Airlines (GCA) Terminal
4	Same	GCA FBO Hangar
5	Same	Fuel Farm
6	Same	ADOT/FAA Airport Administration Building
7	7	Operations/SRE Buildings (ARFF– Ultimate)
8	Same	FAA ATCT Facility
9	Same	NPS Clear Span Hangar/Office Trailer
10	10	ADOT Employee Residential Area (See General Note No. 6)
11	Same	Airport Water Supply Tanks
12	Same	Peshlakai Trading Post
13	Same	Maverick Helicopter Tours
14	Same	Kenai Helicopter Service
15	Relocate	Papillion Grand Canyon Helicopters (See General Note No. 4)
16	Remove	FAA ATCT (Abandoned)
17	Remove	Remote Communications Outlet – RCO (Abandoned)
19	Same	Airfield Lighting Electrical Vault
20	Same	Aircraft De–Icing Pad
	21	Terminal Area Apron Expansion
	22	Railroad Depot/Staging Area (See General Note No. 7)
23		Passenger Terminal Building Auto Parking Area

North Point

Magnetic Variation: 11° 39' E (Feb. 2009)
Annual Rate of Change: 0° 6' W

TRUE NORTH
MAGNETIC

Scale

500 250 0 500
Distance in Feet

Sponsor Approval Stamp

FOR APPROVAL BY:

Arizona Department of Transportation, Administrative Services Division

SIGNED BY: DATED:

Sonya Herrera
Division Director

FAA Disclaimer

The contents of this plan do not necessarily reflect the official views or policy of the Federal Aviation Administration (FAA). Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA Approval Stamp

ALP Revisions

NO.	DESCRIPTION	DATE	REVISED BY	APPROVED BY
1	ALP Update	11/06/95	CA	ADOT/ FAA
2	ALP Update	08/31/98	CA	ADOT/ FAA
3	ALP revision per FAA–WPR letter Feb. 22, 2006	04/12/06	ADOT	ADOT/ FAA
4	ALP Update – Add Future Twy P Holding Apron	02/15/09	STANTEC CONSULTING	ADOT/ FAA
5	ALP Update – Catchment Basin Removed	02/04/13	DIBBLE ENGINEERING	ADOT/ FAA
6	ALP Update – TW P Holding Apron & Perim Rd.	10/11/13	DIBBLE ENGINEERING	ADOT/ FAA
7	ALP Update – ARFF Station Relocated	10/11/13	DIBBLE ENGINEERING	ADOT/ FAA

Deviations from FAA Airport Design Standards

DEVIATION DESCRIPTION	AFFECTED DESIGN STANDARD	STANDARD	PROPOSED DISPOSITION
Structure and auto parking area located within Rwy 21 RPZ	FAA AC 150/5300–13, Airport Design, Change 8 Section 212, Paragraphs 2 (a)(6)	Structures/ parking area are prohibited from occupying RPZ and OFA/XOFA	Removal and relocation
Access road located within the Rwy 21 OFA/XOFA	FAA AC 150/5300–13, Airport Design, Change 8 Section 307, Runway Object Free Area	Access road is not to be placed within the OFA/XOFA	Realignment and relocation

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Planned By: MAW | Drawn By: MAW | Reviewed By: BCW

FAA AIP Project No. 03–04–0019–20 & 21

BWR Project No. 2003–0074.01

Arizona Department of Transportation
Aeronautics Division

Grand Canyon National Park Airport

Airport Layout Drawing

Sheet 2 of 11
February 15, 2009

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